

Attachment B

Limits of Acceptable Change (LAC) Summer Trail Management Tables for Mt Spokane State Park

Advisory Committee Draft

April 2006

Table 1: Natural Resource Management Issues

Issue	Indicators	Measurement of Indicator	Standards (Acceptable Limits)	Management Options	Monitoring of Indicator
<i>Summer season trail condition.</i>	The number of areas of noticeable trail erosion or trail widening along <i>any trail segment maintained for public use.</i>	1. Walk the entire length of trail <i>segment.</i> 2. Identify all instances of noticeable trail erosion and all instances of trail widening caused by mud or other obstructions (trail widened to greater than twice its original width when compared to adjacent, unaffected trail portions). 3. Using a trail map note the approximate location of each instance of noticeable erosion or widening and assign each instance a unique I.D. number. 4. Photograph the affected trail portion and index photo to the assigned I.D. number.	No greater than 2 areas of noticeable trail erosion and trail widening per running mile segment of trail are acceptable.	1) Adjust standard. 2) <i>Prohibit early season use until trail is suitable for use.</i> 3) Organize and conduct trail work parties in cooperation with hiking, cycling, and equestrian groups to repair, <i>redesign, reroute,</i> or harden areas along the trail. 4) Explore other management options. 5) Temporarily close trail to one or more uses until corrective measures can be completed. 6) Permanently close trail to one or more uses until it can be redesigned <i>and rerouted</i> to avoid erosion of soils.	<i>Annually, inspect all trail segments to assess their condition.</i>

Table 2: Recreational Resource/Facilities Management Issues

Issue	Indicators	Measurement of Indicator	Standards (Acceptable Limits)	Management Options	Monitoring of Indicator
Summer season trail use safety	<p><u>Hiking vs. Cycling Accidents:</u> The number of cycling vs. pedestrian accidents reported to park staff per year.</p> <p><u>Hiking vs. Equestrian Accidents:</u> The number of equestrian vs. pedestrian accidents reported to park staff per year.</p> <p><u>Cycling vs. Equestrian Accidents:</u> The number of equestrian vs. cyclist accidents reported to park staff per year.</p>	Following any reported shared-use trail accident, using a trail map record the location where the accident occurred. Complete normal agency accident reporting procedure.	<p><u>Hiking vs. Cycling Accidents:</u> No greater than 2 cycling vs. pedestrian accidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Hiking vs. Equestrian Accidents:</u> No greater than 2 equestrian vs. pedestrian accidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Cycling vs. Equestrian Accidents:</u> No greater than 2 equestrian vs. cyclist accidents per running mile trail segment per year reported to park staff are acceptable.</p>	<ol style="list-style-type: none"> 1) Adjust Standards 2) Install or enhance trail signs/maps/brochures to inform visitors of allowed trail uses, etiquette, and safety considerations. 3) Install or enhance interpretive signing of trails closed to particular uses that explain the significance and fragility of protected natural/cultural features. 4) Establish bicycle "walk zones". 5) Establish "horse dismount zones". 6) <i>Redesign trail to decrease speed (such as with control points) or increase sight lines.</i> 7) <i>Add short alternative trail sections for specific user groups.</i> 8) Explore other management options. 9) Institute peak season closures of individual trail segments to particular uses where accidents consistently exceed standards. 10) Institute year-round closure of individual trail segments to particular uses where accidents consistently exceed standards. 	Year-round record all visitor reported accidents attributable to shared-use trails.

Issue	Indicators	Measurement of Indicator	Standards (Acceptable Limits)	Management Options	Monitoring of Indicator
Summer season trail use conflicts	<p><u>Hiking vs. Cycling Visitor Conflicts:</u> The number of cycling vs. pedestrian conflict incidents reported to park staff per year.</p> <p><u>Hiking vs. Equestrian Visitor Conflicts:</u> The number of equestrian vs. pedestrian conflict incidents reported to park staff per year.</p> <p><u>Cycling vs. Equestrian Visitor Conflicts:</u> The number of cycling vs. equestrian conflict incidents reported to park staff per year.</p>	Following any reported shared-use trail conflict incident, using a trail map record the location where the incident occurred and a brief description of the incident. Complete normal agency incident reporting procedure as necessary.	<p><u>Hiking vs. Cycling Visitor Conflicts:</u> No greater than 5 cycling vs. pedestrian conflict incidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Hiking vs. Equestrian Visitor Conflicts:</u> No greater than 5 pedestrian vs. equestrian conflict incidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Cycling vs. Equestrian Visitor Conflicts:</u> No greater than 5 cycling vs. equestrian conflict incidents per running mile trail segment per year reported to park staff are acceptable.</p>	<ol style="list-style-type: none"> 1) Adjust Standards. 2) Install or enhance trail signs/maps/brochures to inform visitors of allowed trail uses, etiquette, and safety considerations. 3) Establish "bicycle walk zones". 4) Establish "horse dismount zones". 5) <i>Redesign trail to decrease speed (such as with control points) or increase sight lines.</i> 6) <i>Add short alternative trail sections for specific user groups.</i> 7) Explore other management options. 8) Institute peak season closures of individual trail segments to specific uses where conflicts consistently exceed standards. 9) Institute year-round closures of individual trail segments to specific uses where conflicts consistently exceed standards. 	Year-round record all park visitor reports concerning visitor conflicts attributable to shared-use trails.

Attachment D

Limits of Acceptable Change (LAC) Winter Trail Management Tables for Mt Spokane State Park

Table 1: Natural Resource Management Issues

Issue	Indicators	Measurement of Indicator	Standards (Acceptable Limits)	Management of Options	Monitoring of Indicator
<p>Impacts of snowmobiles on park natural resources in and around designated play areas and un-groomed overland trails.</p>	<p><u>Snowmobiles operating on insufficient snow cover:</u> The number of incidents per month of snowmobiles operating in play areas or on un-groomed overland trails during pre- and post-season snow cover closures.</p> <p><u>Snowmobiles operating during special management closures:</u> The number of incidents per month of snowmobiles operating in play areas or un-groomed overland trails closed for the protection of sensitive wildlife breeding periods.</p> <p><u>Snowmobiles operating within NFAs or the NAP:</u> The number of incidents of snowmobiles operating within Natural Forest Areas or the Natural Area Preserve (or eligible Natural Forest Area) boundaries.</p>	<p>During normal maintenance, enforcement, and park patrol activities, Park staff, contracted snowmobile enforcement officers, concession staff, the alpine and nordic volunteer ski patrol, and other designated volunteers (such as members of the Friends of Mt. Spokane State Park), should report all direct observations of snowmobile operation during pre- and post season snow cover closures, special management closures, and within NFA and NAP boundaries to the park manager. <i>Fresh tracks indicating that a violation has occurred will also be counted as a single incident.</i> The date, time, location, and description of incident should also be recorded to determine where the operator crossed out of designated use area.</p>	<p><u>Snowmobiles operating on insufficient snow cover:</u> No greater than 10 incidents per month in any individual play area or un-groomed overland trail are acceptable.</p> <p><u>Snowmobiles operating during special management closures:</u> No greater than 5 incidents per month in any individual play area or un-groomed overland trail are acceptable.</p> <p><u>Snowmobiles operating within NFAs or the NAP:</u> No greater than 5 incidents per month in area classified as NFA are acceptable. <i>No (zero) incidents per month in the NAP are acceptable.</i></p>	<ol style="list-style-type: none"> 1) Adjust standard. 2) Increase visitor education. 3) Increase regulatory signage. 4) Modify regulatory signage and/or location. 5) Increase law enforcement contacts (patrols). 6) Enhance public information effort (radio/TV/newspaper spots). 7) Establish volunteer snowmobile patrols/play area patrols. 8) Contract with other law enforcement agencies to help enforcement effort. 9) Seek grants and/or other non-traditional funding from snowmobile clubs and manufacturers to hire more enforcement staff. 10) Install informational signing in the Sno-Park or along the entrance road. 11) Work with DOL to include Mt. Spokane snowmobiling brochure/info with registration tabs. 12) Require that snowmobilers register to use their machines in the park and include an orientation conducted by Winter Knights (or other volunteer entity). 13) Require snowmobilers caught out of bounds to attend an orientation conducted by Winter Knights (or other volunteer entity). 14) Explore other management options. 15) Terminate summit bald corridor use license granted to Concessionaire. 16) Eliminate snowmobile use in individual play areas or on un-groomed overland trails that consistently exceed management standards. 	<p>During the entire winter season, all reported incidents of snowmobile operation during closed periods and within NFAs and the NAP should be recorded. Should the total number of incidents exceed its corresponding standard prior to the end of the one month evaluation period, one or more management options should be implemented, and another one-month evaluation period begun. Should incidents occur during four <i>three</i> consecutive monthly evaluation periods in the summit bald corridor area, the use license granted to the Concessionaire should be terminated.</p>

Table 2: Cultural Resource Management Issues

Issue	Indicators	Measurement of Indicator	Standards (Acceptable Limits)	Management of Options	Monitoring of Indicator
<p>Impacts of snowmobiles on park cultural resources in designated play areas and un-groomed overland trails</p>	<p><u>Snowmobiles witnessed operating over historic structures:</u> The number of incidents per month of snowmobiles operating over the roofs of historic structures (Cook's Cabin woodshed and latrine, and CCC cabin).</p> <p><u>Signs of snowmobiles operating over historic structures:</u> Visible signs of snowmobile operation over the roofs of historic structures.</p> <p><u>Signs of snowmobiles operating over other structures:</u> Visible signs of snowmobiles operating over other park structures including restrooms and toilets, picnic facilities, and signs.</p>	<p><u>Snowmobiles witnessed operating over historic structures:</u> During normal maintenance, enforcement, and park patrol activities, Park staff, contracted snowmobile enforcement officers, concession staff, the alpine and nordic volunteer ski patrol, and other designated volunteers, should report all direct observations of snowmobile operation over historic structures to the park manager. The date, time, weather conditions, location, and description of incident should also be recorded.</p> <p><u>Signs of snowmobiles operating over historic structures:</u> Once per month, park staff should inspect historic structures for signs of snowmobile operation over the roofs of historic structures (tracks or damage to structures). Observed signs should count as one incident.</p>	<p><u>Snowmobiles witnessed operating over historic structures:</u> No (zero) incidents per month are acceptable.</p> <p><u>Signs of snowmobiles operating over historic structures:</u> No (zero) incidents per month are acceptable.</p> <p><u>Signs of snowmobiles operating over other structures:</u> No (zero) incidents per month are acceptable.</p>	<ol style="list-style-type: none"> 1) Adjust standard. 2) Increase visitor education. 3) Increase regulatory signage. 4) Modify regulatory signage and/or location. 5) Increase/modify height of snow fencing. 6) Increase law enforcement contacts (patrols). 7) Establish volunteer snowmobile patrols/play area volunteer patrols. 8) Enhance public information effort (radio/TV/Newspaper spots). 9) Contract other law enforcement agencies to help enforcement effort. 10) Seek grants and/or other non-traditional funding from snowmobile clubs and manufacturers to hire more enforcement staff. 11) Install informational signing in the Sno-Park or along the entrance road. 12) Use alpine area groomers to create terrain features that enhance delineation of historic structures. 13) Work with DOL to include Mt. Spokane snowmobiling brochure/info with registration tabs. 14) Require that snowmobilers register to use their machines in the park and include an orientation conducted by Winter Knights (or other volunteer entity) as part of registration. 15) Require snowmobilers caught riding over historic structures attend a safety orientation conducted by Winter Knights (or other volunteer entity). 16) Explore other management options. 17) Terminate use area license granted to Concessionaire for summit bald corridor. 	<p><u>Snowmobiles witnessed operating over historic structures:</u> During the entire winter season, all reported incidents of snowmobile operation over the roofs of historic structures should be recorded. Should any incident occur during the one-month period, one or more management options should be implemented, and another one-month evaluation period begun. Should incidents occur during four <i>three</i> consecutive monthly evaluation periods in the summit bald trial area, the use license granted to the Concessionaire should be terminated.</p> <p><u>Signs of snowmobiles operating over historic structures:</u> Once per month during the snowmobile operating season, park staff should inspect the two historic structures in the summit bald snowmobile play area for visible signs of operating over roofs. Should signs be visible during four <i>three</i> consecutive monthly evaluation periods, the use license granted to the Concessionaire should be terminated.</p>

Table 3: Recreational Resource/Facility Management Issues

Issue	Indicators	Measurement of Indicator	Standards (Acceptable Limits)	Management of Options	Monitoring of Indicator
<p>Impacts of snowmobile use on the safety and experience of other park visitors in and around designated play areas, groomed and un-groomed overland trails, and the summit bald corridor.</p>	<p><u>Unsafe snowmobile operation:</u> The number of incidents per month of snowmobile operation in an unsafe manner as defined by Chapter 46.10 RCW. <i>This includes speed limits, decibel limits (78 decibels at 50'), operation under the influence of alcohol and drugs, endangerment of property or persons, safety equipment, operation on public roadways, and wildlife harassment.</i></p> <p><u>Snowmobiles operating outside designated areas:</u> The number of incidents per month of snowmobiles outside of designated areas.</p> <p><u>Snowmobiles operating within the nordic and alpine ski area:</u> The number of incidents per month of snowmobiles operating within the alpine ski area.</p> <p><u>Snowmobile Related Visitor Conflicts:</u> The number and location of reported visitor conflicts related to snowmobiling (snowmobiles vs. other use type).</p>	<p>During normal maintenance, enforcement, and park patrol activities, Park staff, contracted snowmobile enforcement officers, concession staff, the alpine and nordic volunteer ski patrol, and other designated volunteers, should report all direct observations of unsafe snowmobile operation, operation outside of designated areas, or operation within the ski areas to the park manager. The date, time, location, and description of incident should also be recorded to determine where the operator crossed out of designated use area.</p> <p><i>Fresh tracks indicating operation of snowmobiles in an undesignated area will also be counted as a single incident.</i></p> <p>A visitor conflict is defined as any incident where either party takes the initiative to report the incident to Park or ski area officials. Only one reported conflict by a particular individual should be counted during an annual monitoring cycle.</p>	<p><u>Unsafe snowmobile operation:</u> No greater than 3 incidents of unsafe snowmobile operation per month in any individual play area are acceptable.</p> <p><u>Snowmobiles operating outside designated areas:</u> No greater than 5 incidents per month of snowmobiles crossing out of any individual play area or groomed or un-groomed trail are acceptable.</p> <p><u>Snowmobiles operating within alpine ski area:</u> No greater than 3 incidents per month of snowmobile operation within the alpine ski area are acceptable.</p> <p><u>Snowmobile related Visitor Conflicts:</u> No greater than 5 visitor conflicts per year are acceptable.</p>	<ol style="list-style-type: none"> 1) Adjust standard. 2) Increase visitor education. 3) Increase regulatory signage. 4) Modify regulatory signage and/or location. 5) Increase number of boundary signs/barriers. 6) Increase law enforcement contacts (patrols). 7) Establish volunteer snowmobile patrols/play area volunteer patrols. 8) Enhance public information effort (radio/TV/Newspaper spots). 9) Contract other L.E. agency's to help enforcement effort. 10) Seek grants and/or other non-traditional funding from snowmobile clubs and manufacturers to hire more enforcement staff. 11) Install informational signing in the Sno-Park or along the entrance road. 12) Use alpine area groomers to create terrain features that enhance boundary delineation. 13) Work with DOL to include Mt. Spokane snowmobiling brochure/info with registration tabs. 14) Require that snowmobilers register to use their machines in the park and include an orientation conducted by Winter Knights (or other volunteer entity) as part of registration. 15) Require snowmobilers caught out of bounds to attend a safety orientation conducted by Winter Knights (or other volunteer entity). 16) Explore other management options. 17) Terminate summit bald play area use license granted to Concessionaire. 18) Eliminate snowmobile use in play areas or on un-groomed overland trails that consistently exceed management standards. 	<p>During the entire winter season, all reported incidents of unsafe snowmobile operation, snowmobiles operating outside of designated areas or within the ski areas should be recorded. Should the total number of incidents exceed its corresponding standard prior to the end of the one-month evaluation period, one or more management options should be employed and another one-month evaluation period begun. If in the summit bald corridor the number of incidents exceed corresponding standards during 3 consecutive monthly evaluation periods, the use license granted to the Concessionaire should be terminated.</p>

Attachment C

Excerpts of Washington State Parks and Recreation Commission's

1992 Winter Recreation Program Page 8

D. Washington State Parks Action

In 1966 the Commission allowed motorized snow vehicles in designated areas at Lake Wenatchee, Mt. Spokane, and Pearrygin Lake State Parks on a one-year trial basis. In 1967 this authorization was continued and expanded to include specified areas at Alta Lake, Brooks Memorial, Field Springs, Kamiak Butte, Lake Wenatchee, Mt. Spokane, Pearrygin Lake, and Riverside State Parks.

In 1970 the Commission authorized a specific program of snowmobile coordination which resulted In the “Snowmobiling in Washington State” master study leading to the 1971 legislation (Snowmobile Act).

In 1971 the Commission initiated Implementation of the Snowmobile Act by entering into agreements with other agencies, organizations, and individuals to remove snow at parking areas; curtailing volunteer instructors to provide safely training classes: establishing a position of snowmobile coordinator: and, distributing snowmobile regulations brochures.

In 1976 the Commission approved prioritized objectives and formally adopted goals and objectives which specifically included snowmobiling. A special ski touring program at Mt. Spokane State Park was authorized. This park program was coordinated with local ski tourers, snowmobilers, landowners, and the state park concessionaire. The Commission also authorized a master Memorandum of Understanding with the Wenatchee National Forest for winter recreation parking areas.

In 1977 the Commission adopted WAC 352-32-260 ‘Sno-Park Permit.’ This implemented the Sno-Park legislation by requiring the proper display of a valid Sno-Park permit when parking in a designated winter recreational parking area. The Commission also adopted an amendment to WAC 352-32-260 which provided reciprocity to another state or nation which honors a Washington State Sno-Park permit.

In 1980 the Commission adopted Chapter 352-48 WAC to administer grants and contracts supported by snowmobile account funds in accordance with the 1979 legislation.

In 1983 the Commission adopted Chapter 352-56 WAC to administer grants and contracts supported by the Winter Recreation (Sno-Park) program account funds in accordance with the 1982 legislation.

From 1979 to 1990, the Commission adopted new WACs and amended existing WACs to set the snowmobile registration and SnoPark permit fees: display requirements for the Sno-Park permit: and prohibit dogs on groomed cross country ski trails in state parks.

During this period the Commission has also contracted with the University of Washington to conduct a snowmobile and wildlife impact study in 1983: made appointments annually to both advisory committees: established six geographical areas of the state where winter recreation activities occur (Map 1, page 10): approved the distribution of funds through grants and contracts to develop, operate, and maintain winter recreation facilities; developed and implemented safety, enforcement, and education programs: and entered into a master agreement with the USDA Forest Service Region 6 to facilitate the development and operation of winter recreation facilities and programs on National Forest lands using State Parks Winter Recreation program funds.

The Commission also authorized the purchase of trail grooming equipment to groom cross country ski and snowmobile trails throughout the state.

